

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-9252-00(007) Fulton **OFFICE:** Engineering Services
P.I. No.: 751420-
Johnson Ferry Rd/Glenridge Drive **DATE:** June 12, 2012
From Abernathy-Hammond/Including 1-Way Pair

FROM: Lisa L. Myers, State Project Review Engineer *llm*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Albert Shelby


SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held September 12-15, 2011. Revised responses were received on June 11, 2012. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception or Design Variance, it (DE or DV) must be requested separately.

ALT #	Description	Potential Savings/ LCC	Implement	Comments
A-2	Combine the dual roundabouts into a single large oval roundabout and shift the eastern roundabout 75 feet to the west.	Proposed = \$136,000 Actual = \$124,000	Yes, with modifications	Based on the Roundabout peer review the entire recommendation will not be implemented, because it is a necessity to maintain the interior circulation. However, the design team agreed to shift the eastern roundabout to the west to reduce the right of way impacts to an adjacent parking lot.
A-4	Shift Johnson Ferry Road alignment south to avoid taking Right of Way from the strip mall on the north side.	\$351,000	Yes	This will be done.
A-8	Construct a 12-foot center turn lane in lieu of a 14-foot center turn lane on Johnson Ferry Road to match the width of the other center turn lanes.	\$156,000	Yes	This will be done.
A-10	Eliminate the Roswell Road NB outside lane north of Johnson Ferry Road.	\$1,000,000	Yes	This will be done.

A-11	Acquire all the Right of Way for the proposed 6-lane Roswell Road section and the intersection approaches from the west side of the existing roadway.	\$725,000	Yes	This will be done.
B-1	Eliminate the SB Roswell Road left turn at Mount Vernon Highway and use the lane for additional NB left turn storage at Johnson Ferry Road.	\$0	No	While the SB left turn lane was not originally included in the concept, the city of Sandy Springs (the local sponsor) has requested that it be added to provide necessary access to businesses in the SE quadrant of this intersection.
B-2	Eliminate the SB Roswell Road left turn lane at Mount Vernon Highway and make Roswell Road 5-lanes wide with a single NB left turn lane at Johnson Ferry Road.	\$1,196,000	No	Removing the second NB left turn lane at Roswell Road and Johnson Ferry Road will not address the demand which causes the northbound traffic to back up. The dual NB left turns will eliminate the current condition which has projected traffic volumes of 430 VPH for this left turn movement.
B-2.1	Eliminate the Roswell Road SB and NB left turn lanes at Mount Vernon Highway and make Roswell Road 5 lanes wide with an extended single NB left turn lane at Johnson Ferry Road.	\$1,176,000	No	Removing the second NB left turn lane at Roswell Road and Johnson Ferry Road will not address the demand which causes the northbound traffic to back up. The dual NB left turns will eliminate the current condition which has projected traffic volumes of 430 VPH for this left turn movement.
I-6	Construct a six foot sidewalk with a three foot grass area in lieu of a nine foot sidewalk with a three foot grass area.	\$731,000	No	The nine foot sidewalk width adheres to the constraints of the current City of Sandy Springs Main Street and Suburban Overlay District Standards. This is the only section of Johnson Ferry Road which requires the wider section for pedestrians between Sandy Springs Circle and Roswell Road.
I-7	Construct a two-foot wide brick area in-lieu-of a 3-foot wide grass area between the sidewalk and the curb and gutter.	\$202,000	No	The proposed nine-foot shoulder with a six foot sidewalk and three foot grass strip adheres to the constraints of the current City of Sandy Springs Main Street and Suburban Overlay District Standards for this network of roads.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 6/12/12
Gerald M. Ross, PE, Chief Engineer

LLM/MJS

Attachments

c: Russell McMurry
Bobby Hilliard/Stanley Hill/Albert Shelby
Cindy Treadway
Melissa Harper
Lee Upkins
Ken Werho/Nabil Raad
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE	STP00-9252-00(007), Fulton County Johnson Ferry Rd & Glenridge Drive Corridor Improvements P.I. No. 751420	OFFICE	Program Delivery
		DATE	June 12, 2012

FROM ^{S.H.} Bobby K. Hilliard, PE, State Program Delivery Engineer

TO Lisa Myers, State Review Engineer

SUBJECT **Value Engineering Study Report Responses**

The Office of Program Delivery has received the Value Engineering Final Report dated September 27, 2011. The study developed ten alternatives to be evaluated. The attached are responses from the engineering firm of record, Jacobs Engineering Group, Inc. based on the report and the questions from Engineering Services. The responses required validation by the roundabout peer review firm of Kittelson, which has since been received.

If there are any questions or concerns, please contact the project manager, Albert Shelby, at 404-631-1758.

^{S.H.}
BKH:SH:avs
Attachments:

1. Revised VE responses from Jacobs Engineering



Jacobs Engineering Group Inc.
6801 Governors Lake Parkway
Norcross, Georgia 30071 USA
770.455.8555

June 6, 2012

Georgia Department of Transportation
Engineering Division – Design Policy & Support Office
Attn: Mr. Albert Shelby
One Georgia Center
600 West Peachtree Street
Atlanta, Georgia 30308

Subject: REVISED RESPONSES TO VALUE ENGINEERING STUDY ALTERNATIVES
Project No. STP00-9252-00(007)
P.I. No. 754120, Fulton County
COSS Project No. T-0011
Johnson Ferry Road and Glennridge Drive Connector Improvements

Dear Mr. Shelby:

As you are aware, Jacobs Engineering Group (JEG) is in receipt of the Value Engineering Report for the referenced project. By way of this letter, JEG has prepared the following responses to the VE Study Recommendations for the project:

- 1) Idea A-2: Combine the dual roundabouts into a single large oval roundabout and shift the eastern roundabout approximately 75 feet to the west.**
VE Team Savings: \$136,000

Yes, with modifications. The configuration shown during the VE Study was also reviewed by the Roundabout Peer Review consultant, which had several design recommendations required to be incorporated into the design. The modifications to the design based on the Peer Review Study and VE Study have been incorporated as necessary to balance the need for meeting Roundabout design standards, reducing or minimizing impacts to the adjacent properties, and avoiding or minimizing impacts to environmental resources.

Based on the Roundabout Peer Review Study, combining the dual roundabouts into a single large oval roundabout is not acceptable. Combining the roundabouts does not adequately control the speeds entering and exiting the roundabouts and will not meet Roundabout design standards. Further, the interior circulation lane is necessary for operational purposes. Therefore, the dual roundabout configuration will be maintained.

The eastern roundabout can be shifted to the west to minimize right-of-way impacts. The actual distance to shift the roundabout will be controlled by three factors. First, the pavement must not be 50% closer to the building on this parcel than the existing pavement. With the addition of a second westbound entrance lane to the roundabout as required by the Peer Review Study, this further compounds the distance to shift the Roundabout. Second, the shift of the Roundabout should be such that the improvements do not impact the historic district on the south side of the Roundabout. This will affect the positioning of the center point of the Roundabout, pushing the center north as the shift to the west occurs. Third, the shift must accommodate appropriate Roundabout design standards for the approaches to the roundabouts

for the design vehicle and for fastest path vehicle speed controls. This will affect how far to the west the Roundabout can be shifted while allowing the eastern approaches from Mt. Vernon Highway (eastern approach) and Johnson Ferry Road (southern approach) to tie in while maintaining appropriate speed control. The Johnson Ferry Road approach angle becomes increasingly flat the further the Roundabout is shifted to the west, making speed control difficult for the exit lane to Johnson Ferry Road, and the connectivity between Johnson Ferry Road and Mt. Vernon Highway difficult to maintain without a significant amount of additional pavement for truck making this maneuver.

Based on these changes, the estimate of savings for the shift in the Roundabout will be the reduction in Right-of-Way damages to the parking lot. The savings realized, per the VE Study Cost Worksheet for Idea No. A-2 are \$124,000.

- 2) Idea A-4: Shift Johnson Ferry Road alignment south and avoid taking R/W from the strip mall on the north side.**

VE Team Savings: \$351,000

Yes, this recommendation will be implemented.

- 3) Idea A-8: Construct a 12-foot center turn lane in-lieu-of a 14-foot center turn lane on Johnson Ferry Road to match the width of other center turn lanes.**

VE Team Savings: \$156,000

Yes, this recommendation will be implemented.

- 4) Idea A-10: Eliminate the NB Roswell Road outside lane north of Johnson Ferry Road.**

VE Team Savings: \$1,000,000

Yes, this recommendation will be implemented.

- 5) Idea A-11: Acquire all R/W for the proposed six-lane Roswell Road section and its intersection approach sections from the west side of existing Roswell Road.**

VE Team Savings: \$725,000

Yes, will implement this change to lessen the R/W and Utility impacts along Roswell Road.

- 6) Idea B-1: Eliminate the SB Roswell Road left turn at Mount Vernon Highway and use the lane for additional NB left turn storage at Johnson Ferry Road.**

VE Team Savings: \$0

No, this recommendation will not be implemented. While the SB left turn lane was not originally included in the concept, the City of Sandy Springs requested that it be added to provide necessary access for existing and future businesses in the SE quadrant of this intersection.

- 7) Idea B-2: Eliminate the SB Roswell Road left turn lane at Mount Vernon Highway and make Roswell Road 5-lane wide with a single NB left turn lane at Johnson Ferry Road.**

VE Team Savings: \$1,196,000

No, this recommendation will not be implemented. While the SB left turn lane was not originally included in the concept, the City of Sandy Springs requested that it be added to provide necessary access for existing and future businesses in the SE quadrant of this intersection and will remain. Removing the second NB left turn lane at Roswell Road and Johnson Ferry Road will not adequately address the demand which causes the northbound traffic to significantly back up. The dual NB left turn lanes at this intersection are essential to eliminating the bottleneck condition at this location. The 2034 PM peak hour traffic volume for the Roswell Road NB left turn movement to Johnson Ferry Road allocates 430 VPH at this location for this movement, and without dual left turn lanes, queuing vehicles for this movement will continue to stack into the inside NB thru lane, and no relief will be provided at this location. Therefore, this entire recommendation will not be implemented.

- 8) Idea B-2-1: Alternative to Idea B-2 Eliminate the Roswell Road SB and NB left turns at Mount Vernon Highway and make Roswell Road 5-lanes wide with an extended single NB left turn lane at Johnson Ferry Road.**
VE Team Savings: \$1,176,000

No, this recommendation will not be implemented. While the SB left turn lane was not originally included in the concept, the City of Sandy Springs requested that it be added to provide necessary access for existing and future businesses in the SE quadrant of this intersection and will remain. Removing the second NB left turn lane at Roswell Road and Johnson Ferry Road will not adequately address the demand which causes the northbound traffic to significantly back up. The dual NB left turn lanes at this intersection are essential to eliminating the bottleneck condition at this location. The 2034 PM peak hour traffic volume for the Roswell Road NB left turn movement to Johnson Ferry Road allocates 430 VPH at this location for this movement, and without dual left turn lanes, queuing vehicles for this movement will continue to stack into the inside NB thru lane, and no relief will be provided at this location. Removing the NB left turn lane at the Roswell Road and Mt. Vernon Highway Intersection will cause vehicles whose destination is Mt. Vernon Highway to be redirected to Johnson Ferry Road, and will be required to follow Johnson Ferry Road, turn left onto Sandy Springs Circle, then turn right onto Mt. Vernon Highway to get back to their intended destination. The 2034 PM peak hour traffic volume for the Roswell Road NB left turn movement at Mt. Vernon Highway allocates 140 VPH at this location for this movement, and would result in the Roswell Road NB left turn movement to Johnson Ferry Road 2034 PM peak hour turning movement volume to increase to 570 VPH, further taxing the vehicle demand at that intersection and the network along Johnson Ferry Road and Sandy Springs Circle. Therefore, the Roswell Road NB turn lane at Mt. Vernon Highway is a necessary design element for the project and will be maintained. This entire recommendation will not be implemented.

- 9) Idea I-6: Construct a 6-foot sidewalk with a 3-foot grass area in-lieu-of a 9-foot sidewalk with 3-foot grass area.**
VE Team Savings: \$731,000

No, this recommendation will not be implemented. Except for Johnson Ferry Road between Sandy Springs Circle and Roswell Road, the width of the sidewalk has been reduced to six feet. The 9-foot sidewalk width adheres to the current City of Sandy Springs Main Street and Suburban Overlay District Standards.

Mr. Albert Shelby
June 6, 2012
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10) Idea I-7: Construct a 2-foot brick area in-lieu-of a 3-foot grass area between the sidewalk and the curb & gutter.

VE Team Savings: \$202,000

No, this recommendation will not be implemented. The proposed shoulder area will follow the current City of Sandy Springs Main Street and Suburban Overlay District Standards.

As always, JEG appreciates the opportunity to serve the Department and the City of Sandy Springs on this very important project. If you have any questions, or require any additional information, please do not hesitate to contact me at 678.296.5027. We look forward to the successful completion of this project.

Sincerely,
JACOBS ENGINEERING GROUP INC.

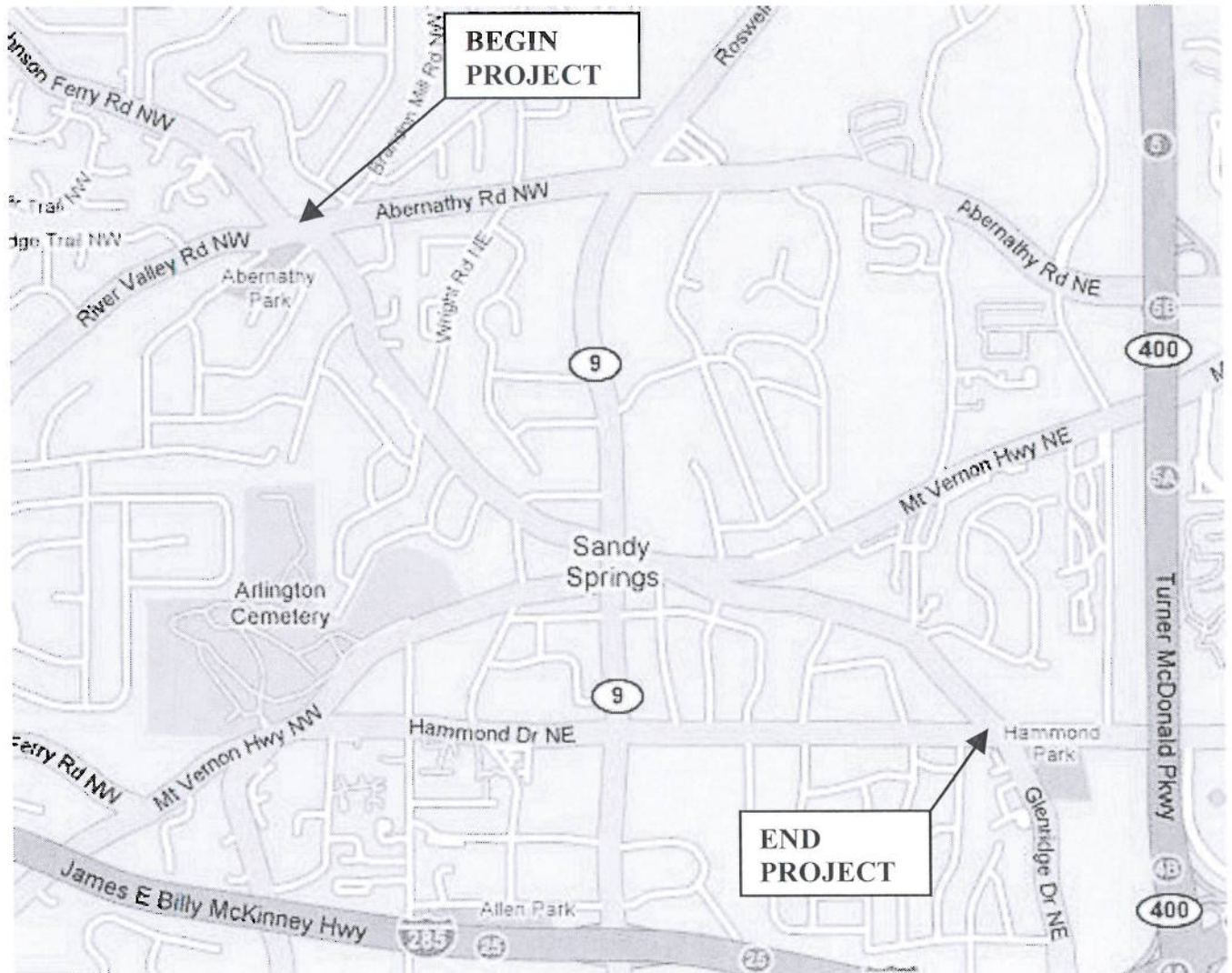


Edward F. Culican, Jr., PE
Senior Project Manager

cc: Garrin Coleman, P.E., L.S.I.T
Andrew Thompson, P.E.
Ken Anderson, P.E.
John Jenkins, P.E.

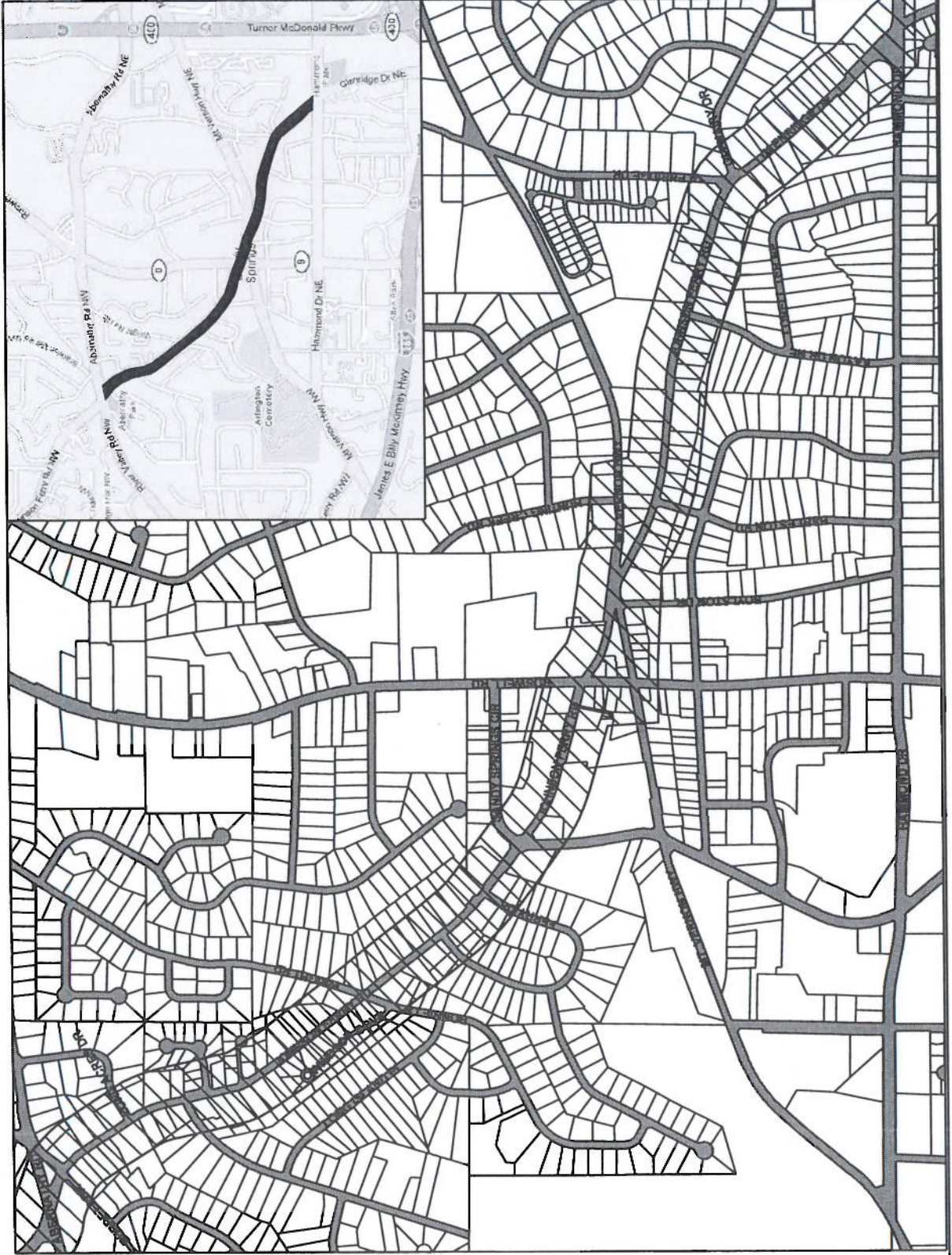
Project Concept Report - Page 2
Project Number: STP00-9252-00(007)
P. I. Number: 751420
County: Fulton

PROJECT MAP – Project No. STP00-9252-00(007) ; PI No. 751420; Fulton County



PROJECT LOCATION MAP

JOHNSON FERRY ROAD AND GLENRIDGE DRIVE IMPROVEMENTS FROM ABERNATHY ROAD TO HAMMOND DRIVE
PROJECT NO. STP00-9252-00(007); PI NO. 751420; COSS T-0011



PRECONSTRUCTION STATUS REPORT FOR PI:751420-

PROJ ID : 751420-	JOHNSON FERRY/GLENRIDGE FM ABERNATHY-HAMMOND/INCL 1-WAY PAIR	MGMT LET DATE :
COUNTY : Fulton	MPO: Atlanta TMA	MGMT ROW DATE :
LENGTH (MI): 3.00	TIP #: FN-221	BASELINE LET DATE: 09/12/2014
PROJ NO.: STP00-9252-00(007)	MODEL YR : 2020	SCHED LET DATE : 10/24/2014
PROJ MGR: Shelby, Albert	TYPE WORK: Widening	WHO LETS?: GDOT Let
AOHD Initials: SH	CONCEPT: ADD 6U(MED 20)	LET WITH :
OFFICE : Program Delivery	PROG TYPE: Reconstruction/Rehabilitation	
CONSULTANT: Local Design, Reimbursed by GDOT funds	Prov. for ITS: N	
SPONSOR : Sandy Springs	BOND PROJ :	
DESIGN FIRM: Jacobs Civil, Inc.		

PROGRAMMED FUNDS				STIP AMOUNTS			
BASE START	BASE FINISH	LATE START	LATE FINISH	Activity	Approved	Proposed	Date
5/31/2012	5/31/2012	7/12/2012	7/12/2012	PE	2007	2007	5/17/2007
5/17/2012	5/17/2012	6/28/2012	6/28/2012	PE	2007	2007	5/17/2007
5/18/2012	5/18/2012	6/29/2012	6/29/2012	ROW	2014	2014	5/17/2007
5/31/2012	5/31/2012	7/12/2012	7/12/2012	CST	2016	2016	5/17/2007
4/3/2012	4/3/2012	10/4/2012	10/4/2012	CST	2016	2016	5/17/2007
6/1/2012	6/1/2012	7/13/2012	7/13/2012	CST	2016	2016	5/17/2007
6/1/2012	6/1/2012	10/11/2012	10/11/2012	CST	2016	2016	5/17/2007
1/6/2014	5/23/2014	2/17/2014	7/4/2014	CST	2016	2016	5/17/2007
1/30/2012	1/30/2012	1/11/2013	1/11/2013	CST	2016	2016	5/17/2007
1/23/2012	1/23/2012	1/14/2013	1/14/2013	CST	2016	2016	5/17/2007
1/22/2013	3/22/2013	3/5/2013	5/3/2013	CST	2016	2016	5/17/2007
1/8/2013	1/10/2013	2/19/2013	2/21/2013	CST	2016	2016	5/17/2007
3/25/2013	4/19/2013	5/6/2013	5/31/2013	CST	2016	2016	5/17/2007
9/7/2012	4/23/2013	10/19/2012	6/4/2013	CST	2016	2016	5/17/2007
4/1/2013	2/27/2014	5/13/2013	4/10/2014	CST	2016	2016	5/17/2007
3/28/2014	3/28/2014	5/9/2014	5/9/2014	CST	2016	2016	5/17/2007
4/7/2014	4/18/2014	5/19/2014	5/30/2014	CST	2016	2016	5/17/2007

ACTUAL				DISTRICT COMMENTS			
ACTUAL START	ACTUAL FINISH	%		Activity	Cost Estimate Amount	Date	Activity
5/17/2007	2/9/2011	33		PE	\$857,160.46		PE
2/9/2011		100		PE			PE
		0		ROW	\$700,000.00		ROW
		0		CST	\$9,273,336.63	7/13/2009	CST
		100		CST	\$1,331,187.37	7/13/2009	CST
		50		CST	\$2,249,750.00	7/13/2009	CST

Concept Team Meeting held 2-9-11. VE study held 9/12-15/11 and included 0006911 (JF@Sandy Springs Circle) review. Peer review by Kittleson required. VE responses dependant on peer review of roundabout. Kittleson peer review sent to TMC 1-17-12. Approval reqd for VE responses and concept report. (1-17-12)

ACQUIRED BY:				DEEDS CT:			
Acquired by:	LOC	Acquisition MGR:	R/W Cert Date:	Acquired by:	LOC	Acquisition MGR:	R/W Cert Date: